

YEARS OF PROGRESS • YEARS OF PROGRESS • YEARS OF PROGRESS • YEARS OF PROGRESS

A large, stylized number '5' is the central focus. The interior of the '5' is filled with a black and white photograph of a cityscape. The top part of the '5' shows a tall, modern skyscraper. The middle part shows a street-level view of a city with various buildings and a transit station. The bottom part shows a close-up of a transit station platform with a person standing on it.

CTOD

CENTER FOR TRANSIT-ORIENTED DEVELOPMENT

CTOD

CENTER FOR
TRANSIT-ORIENTED
DEVELOPMENT

► Rail, bus, streetcars, wide sidewalks, density, a rich mix of uses and a concentration of destinations combine to make San Francisco's Market Street corridor a "natural habitat" for transit.





AMERICA HAS ENTERED A TIME OF CHALLENGE, CHANGE AND OPPORTUNITY.

Last year's spike in oil prices and the collapse of the drive-until-you-qualify real estate paradigm signaled that it is time to rethink our transportation investments and the way we build our communities. The fact that Congress is debating the six-year federal transportation bill offers tremendous opportunity to enact change and make it law. This tumultuous period provides an opportunity to set national objectives for our transportation investments that bolster national security and this country's financial security by reducing dependence on foreign oil, that reduce greenhouse gas emissions, and that advance the health and prosperity of all Americans.

America is changing. Singles are replacing families with children as the new majority, and the population is getting older and more diverse. As a result the housing market has changed, and there is more and more interest – on the part of renters and buyers as well as investors – in walkable, mixed-use communities where destinations can be reached without a car. At the same time cities and regions across the country have proposed massive transit investments that could provide the infrastructure that would make it possible to construct more housing and mixed use development near transit – neighborhoods that would help us achieve all of the above-stated goals.

It's time for far-sighted plans and investments that can carry us through the 21st century as the interstate highway system provided the blueprint for the second half of the 20th century. The Center for Transit-Oriented Development is conducting the research necessary to help make fact-based decisions about how to reinvest, rebuild, and reconnect America in a way that helps us achieve broad national goals for infrastructure investments. Our vision and our work is the substance of this book.

WHAT WE DO

THE CENTER FOR TRANSIT-ORIENTED DEVELOPMENT is the only national nonprofit effort dedicated to providing best practices, research and tools to support market-based development in walkable communities near public transportation. We are a partnership of two national nonprofit organizations and a for-profit research and consulting firm, and we work at the intersection of regional planning, climate change and sustainability, affordability, economic development, real estate and investment. Our goal is to help create neighborhoods where young and old, rich and poor, can live comfortably and prosper, with affordable and healthy lifestyle choices and ample and easy access to opportunity for all.

We work with the public and private sectors – transit agencies, cities, regions, developers, communities, foundations, other nonprofits – to help build transit systems that maximize the potential for development, and to ensure that it is equitable and sustainable. We provide innovative tools and strategies to address complex problems that require cross-disciplinary solutions. We believe this work will help address 21st Century challenges ranging from national security to economic and environmental sustainability, and including climate change and equity.

We focus on transit-oriented development in order to make it possible for people to walk, bike and take transit, and to own one car or no cars, thereby minimizing their cost of living, and providing for active lifestyles. Our goal is to boost transit ridership and minimize traffic congestion, to help provide diverse housing and transportation options, and to capture

the value of the public investment in public transit through development that generates revenues for local governments, public benefits for the community, profit for developers and investors, and that creates a sense of place for everyone.

The Center for Transit-Oriented Development (CTOD) is a partnership of:

Reconnecting America is a national nonprofit that provides both the public and private sectors with an impartial, fact-based perspective on development-oriented transit and transit-oriented development (TOD), and seeks to reinvent the planning and delivery system for building regions and communities around transit and walking rather than solely around the automobile. Reconnecting America is based in Oakland and has offices in Washington DC, Los Angeles and Denver. Reconnecting America manages the Center for TOD.



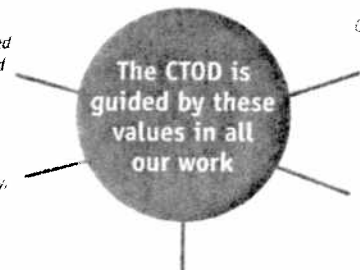
The Center for Neighborhood Technology is a creative nonprofit “think-and-do tank” that has been a national leader in promoting more livable and sustainable urban and suburban communities, and is the recipient of the 2009 MacArthur Award for Creative and Effective Institutions. CNT researches, invents and tests urban strategies that use resources more efficiently and more equitably, and focuses on climate, energy, natural resources, transportation and community development. CNT is based in Chicago.

Strategic Economics is a for-profit consulting and research firm specializing in urban and regional economics and planning. The firm helps local governments, community groups, developers and nonprofit organizations understand the economic and development context in which they operate in order to take strategic steps toward creating high-quality places where people can live and work. Strategic is based in Berkeley.

▲ Solana Beach, CA: We've found that development near stations has tremendous power to link community revitalization and sustainable transportation.

COLLABORATION
Comprehensive change cannot be realized and sustained without coordination and collaboration among diverse partners

INTELLECTUAL INTEGRITY
We conduct research to drive our theory, support our practice, and flesh out our ideas for change



ONGOING LEARNING AND EVALUATION
We believe in fostering explorations and learning with peers and stakeholders with the goal of continuously improving our service delivery

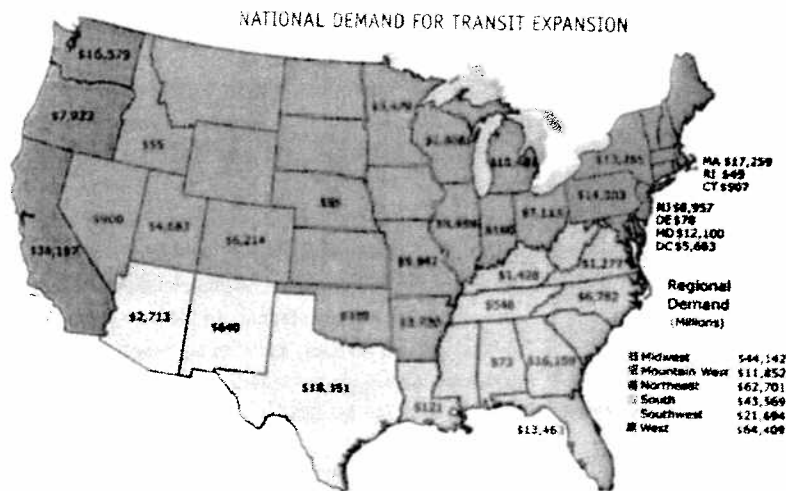
PRIMACY OF PRACTICE
Our strategic engagements and technical assistance program keep us rooted in reality and inform all our work

COMMUNITY
Our goal is always to support people and the creation of affordable, sustainable, healthy communities

◀ We are an unique partnership of two national nonprofits that focus on sustainability and affordability and work at the intersection of transportation and land use, and a for-profit economics consulting and research firm with real estate and market expertise. Our research drives our theory and supports our practice; our strategic engagements and technical assistance program keeps us rooted in reality and informs all our work. Our goal is to effect change by building capacity and leadership among a variety of implementers with the goal of supporting people and creating equitable, sustainable, healthy communities.

THE OPPORTUNITY: Emerging Markets for Transit and TOD

Market research shows that demographic changes and frustration with traffic have created tremendous demand for housing in walkable, mixed-use neighborhoods near public transportation. Our research shows at least 25 percent of renters and buyers will be looking for housing near transit by 2030. Meantime, the demand for transit has never been greater: 78 regions in 37 states have proposed 400 new rail, streetcar and bus rapid transit projects. Both trends offer huge opportunity to reduce household transportation expenditures, dependence on foreign oil, and greenhouse gas emissions.

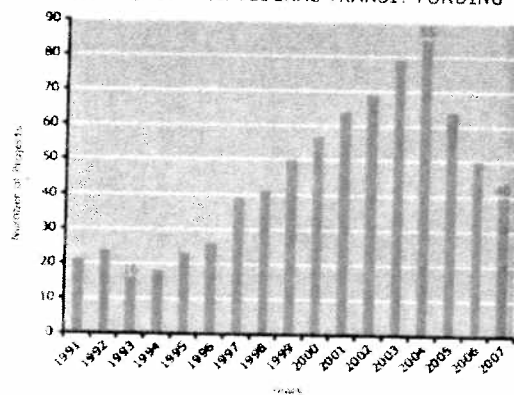


THE CHALLENGE: Constrained Transit Funding

Coming up with the money to pay for all the transit projects that communities want will be a big challenge. The proposed projects would cost \$248 billion, and over the past five years the federal government has only spent about \$1.6 billion on new transit systems per year. At this rate, building these new transit projects would take 77 years. This relatively low level of transit investment is in sharp contrast to investment in countries such as China, which is spending \$88 billion, and India, which is spending \$56 billion, over the next five years.

Ironically the long and difficult federal funding process drives up the cost of projects – with the result that there are fewer projects in the federal funding pipeline – meaning that we'll build less transit and TOD at the same time that there's more demand.

THE SQUEEZE ON FEDERAL TRANSIT FUNDING



Map and bar chart from CTOD's "Jumpstarting the Transit Space Race: How the New Administration Could Make America Energy Independent, Create Jobs, and Keep the Economy Strong," 2008. Table on the right from an update to our 2004 national TOD market study, "Hidden In Plain Sight: Capturing the Demand for Housing Near Transit."

NATIONAL DEMAND FOR TOD HOUSING

TRANSIT REGION	TRANSIT ZONES 2005	SYSTEM SIZE 2005	SYSTEM SIZE 2030	TRANSIT ZONE HOUSEHOLDS 2000	2030 PROJECTED TRANSIT ZONE HOUSEHOLDS
NEW YORK	955	Ext.	Ext. +	2,876,160	5,371,866
LOS ANGELES	113	Large	Ext.	261,316	1,708,447
CHICAGO	401	Ext.	Ext. +	187,204	1,603,638
SAN FRANCISCO BAY	286	Ext.	Ext. +	409,497	832,418
PHILADELPHIA	370	Ext.	Ext. +	606,058	809,058
BOSTON	288	Ext.	Ext. +	396,461	750,726
WASHINGTON	127	Large	Ext.	234,202	688,582
PORTLAND	108	Large	Ext.	72,410	279,891
MIAMI	60	Med.	Large	62,595	271,326
DALLAS	48	Med.	Large	46,429	270,676
ATLANTA	38	Med.	Large	44,542	228,430
BALTIMORE	61	Med.	Large	70,303	198,594
SAN DIEGO	56	Med.	Large	65,743	187,300
HOUSTON	18	Small	Med.	12,259	181,331
SEATTLE	29	Med.	Large	29,492	159,781
PHOENIX	—	Prop.	Med.	—	156,449
DENVER	24	Small	Large	17,881	138,207
MINNEAPOLIS-ST. PAUL	17	Small	Med.	18,703	123,776
TAMPA BAY AREA	10	Small	Med.	3,024	117,012
SACRAMENTO	95	Med.	Large	51,179	107,442
PITTSBURGH	68	Med.	Large	42,792	98,349
ST. LOUIS	28	Med.	Med.	21,438	94,475
CLEVELAND	49	Med.	Large	53,849	86,733
LAS VEGAS	9	Small	Med.	3,257	79,448
CHARLOTTE	10	Small	Large	3,752	76,931
KANSAS CITY	—	Prop.	Med.	—	72,084
AUSTIN	—	Prop.	Med.	—	64,397
NEW ORLEANS	18	Small	Med.	31,085	64,160
SALT LAKE CITY	22	Small	Med.	20,023	63,328
NORFOLK	—	Prop.	Med.	—	61,822
NASHVILLE	—	Prop.	Med.	—	61,103
RALEIGH-DURHAM	—	Prop.	Med.	—	59,417
MEMPHIS	23	Small	Med.	7,269	56,303
HARTFORD	—	Prop.	Med.	—	38,823
HARRISBURG	—	Prop.	Med.	—	38,177
BUFFALO	16	Small	Small	19,183	32,610
LITTLE ROCK	11	Small	Med.	1,100	36,434
EUGENE	—	Prop.	Med.	—	34,935
FORT COLLINS	—	Prop.	Med.	—	32,475
GALVESTON	15	Small	Med.	6,871	32,029
SYRACUSE	8	Small	Small	6,489	30,147
JACKSONVILLE	8	Small	—	2,431	—
TOTAL	3349	—	—	6,129,147	15,209,786



WHAT WE

The Center for Transit Oriented Development grew out of the work of the Great American Station Foundation, which was formed in 1995 to assist communities with the revitalization of historic rail stations as a way to both improve transportation and bring life back to downtowns. We found these projects have tremendous power to link transportation to community revitalization, and are the first step toward building what we called "the new transit towns" which, like the old transit towns, are organized around rail lines and streetcars instead of sprawling networks of roads and highways. There was so much enthusiasm and interest in this work that our board asked us to expand our mission beyond historic stations. In 2004 we changed our name to Reconnecting America, and with our longtime collaborators, the Center for Neighborhood Technology and Strategic Economics, created the Center for TOD.

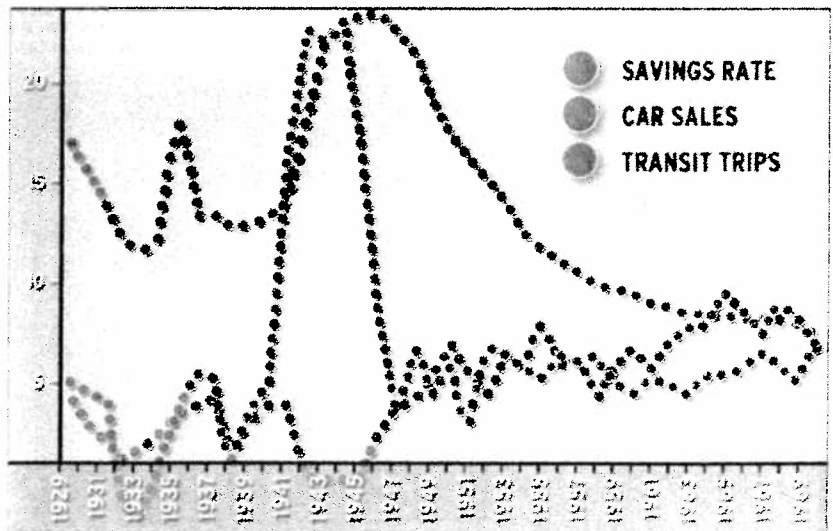
▲ *Plano, TX: We believe the public investment in transit can attract private investment in sustainable development, and that it can focus and shape that development.*

In the old transit towns households spent an average of 3 percent of household income on transportation, but transportation costs have climbed to a national average of 19 percent of the household budget, the second highest expense after housing. Our research shows that where you live determines how much you'll spend: Transportation costs range over a spectrum and are lowest in communities with a good jobs-housing balance and mix of uses including shopping and entertainment, and where it's comfortable – or better yet, pleasant – to walk and bike and take public transportation. Households in these "location efficient" neighborhoods spend less than 10 percent of income on transportation, whereas households in auto-oriented single-use neighborhoods can spend 25 percent of income on transportation. In many sprawling regions working families (those earning under \$50,000 annually) now spend more money on transportation than they do on housing. This burden falls heavily on lower-income households, which typically spend a much higher percentage of their household budgets on transportation since they have less disposable income. It was

'30s-era humorist Will Rogers who said that America would be the first country to drive to the poorhouse in an automobile.

Our belief in the inherent value of places that provide for diversity – of people, of incomes, of housing types, of transportation

options, of uses such as housing, jobs, shopping, parks – drives our work. We are concerned about equity and affordability, and believe that transit and development, when planned together, can significantly reduce the cost of living. We are concerned about climate change,



► *Transportation costs have climbed from 3 percent of household income in the first half of the 20th century to 19 percent today, and the savings rate of American households is inversely proportionate to car sales.*

BELIEVE

and believe we cannot reduce greenhouse gas emissions unless we reduce driving because projected increases in the number of vehicle miles traveled will wipe out gains from tougher emissions standards and cleaner fuels. We are concerned about national security and global competitiveness, and believe our country will be stronger and more financially secure if we aren't dependent on foreign oil. And we are concerned about public health, community, and the environment – and the fact that children can't walk to school, that our parents can't "age in place" if they can't drive – and we believe that walkable, bikeable, transit-oriented communities will address these concerns as well.

CONSIDER THIS . . .

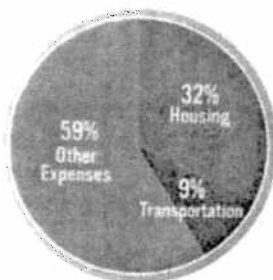
According to the American Public Transportation Association, in 2008 households could have saved an average of \$9,499 if they used transit instead of driving, money that could instead be used to:

- Buy food for a family for a year
- Pay off a 30-year \$150,000 mortgage 20 years early
- Pay for 75 percent of a health care policy
- Pay for community college tuition for two kids
- Pay for child care for one year

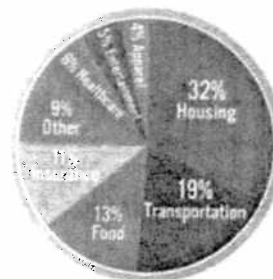
Source: APTA, CTOD

The real estate market and demographic changes that are driving the market have put wind in our sails. The collapse of the drive-until-you-qualify real estate paradigm – the foreclosure crisis has hit exurban communities hardest – has served notice that we are nearing the end of an era that began in the 1950s with a national focus on building the interstate highway system and sprawling suburbs. Traffic and the high cost of owning and maintaining more than one car has made the suburban lifestyle less attractive. Our more diverse population is showing a preference for more diverse lifestyle choices. And while the real estate market has come to a standstill today, "walkable

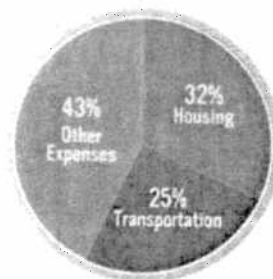
THE SAVINGS INHERENT IN LOCATION-EFFICIENCY



Transit Rich Neighborhood



Average American Family



Auto Dependent Exurbs

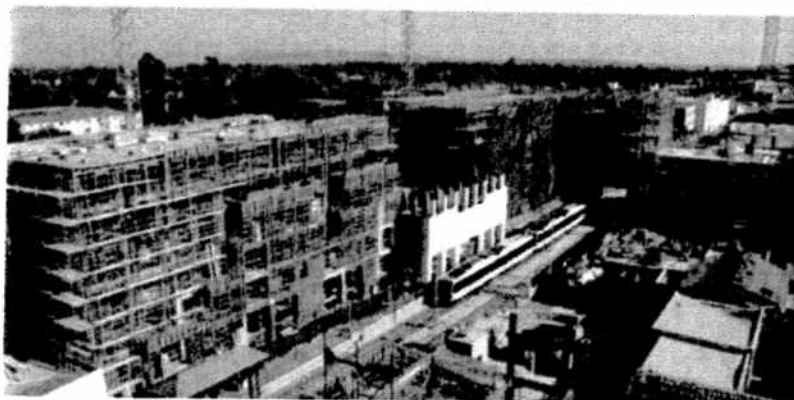
urbanism" and transit-oriented development – and the diversity, flexibility, affordability and "location-efficiency" that these neighborhoods provide – has remained attractive to investors, buyers and renters.

At the same time demand for transit is soaring, with 400 new rail, streetcar and bus rapid transit projects proposed in 80 communities across the United States. Ridership is at a 52-year high. Mayors value transit because it helps spur urban regeneration and reduces traffic congestion. Businesses value transit because it helps employees get to work on time and is viewed as a key amenity that can attract the highly desirable "creative class" to local economies. Developers and investors see the untapped market for housing near transit. And communities recognize that when all the pieces come together transit can be a powerful tool to improve quality of life and help lower the cost of living for current residents and for new ones. The urban road network has reached a level of connectivity best described as "saturated," and returns on the road investment are diminishing.

But rail transit still offers net benefits in part because it concentrates development, business activity and the tax base in a way that allows for the efficient allocation of resources and for focused "value capture strategies" – such as fees and taxes – that can increase local revenues.

We believe that increased investment in transit, walking and biking is necessary to exploit the trends in the housing market with a goal of increased affordability and sustainability. We believe we have entered a new era with challenges that require a different understanding about the transportation investments that best serve our national objectives. We believe that we will continue to sprawl and to reinvest in existing neighborhoods simultaneously, but that the balance is like to shift to the latter because of the volatility of gas prices, and because infill development can be very lucrative and financing is getting easier. We face tremendous challenges, which provide us with tremendous opportunity to re-focus, rebuild and reconnect at a more equitable, more sustainable, more human scale.

▲ When it comes to affordability, location matters a great deal. Living in walkable, "location efficient" mixed-use neighborhoods with good access to jobs and transit allows families to save 16 percent of the household budget.



◀ Pasadena, CA: This country is sprawling and reinvesting in existing communities simultaneously, but we believe the focus will shift to the latter because of the volatility of gas prices, capital for infrastructure is tight and getting tighter, and because infill development can be very lucrative and financing is getting easier.



▲ Oakland, CA: Development at the Fruitvale BART station was one of the earliest examples of TOD and showed how it could promote the revitalization of under-invested communities.

The National Transit and TOD Database

Federal Transit Administration (FTA), Sordana and Ford Foundations

One of CTOD's key assets is a national transit and TOD database and GIS platform that includes every fixed-guideway transit system in the U.S. and demographic and land-use data for the

half-mile radius around all 4,000 stations. This database enables us to generate maps and detailed reports on local markets and land development opportunities in communities and regions around the U.S. – thereby alerting investors, developers and public partners to the huge potential of the emerging

market for TOD. This national database will be posted online in late 2009 so that it can be used by everyone to generate reports on a wide variety of topics in their region or community.



▲ Island Press published *The New Transit Town*, one of the earliest books on a new real estate product called "TOD."

Hidden in Plain Sight: Capturing the Demand for Housing Near Transit

FTA, Sordana and Ford Foundations

CTOD used this national transit and TOD database to help generate a

national TOD market study in 2005 that found the demand for compact housing near transit would more than double by 2025 because of changing demographics and housing preferences. This means nearly

a quarter of all renters and buyers will be looking to rent and buy near transit. Meeting this demand would require building an additional 2,000 units of housing at every station in the U.S.

CTOD FOCUSES ON EQUITABLE, MIXED-INCOME TOD



THE CENTER FOR TOD was funded by Congress in 2005 to serve as a national clearinghouse on best practices for transit-oriented development. Since then we have worked closely with the Federal Transit Administration and the U.S. Department of Housing and Urban Development to build and support an interagency effort linking transit and land use

policy and funding, to be a national research partner, provide technical assistance to communities, and to build local capacity and leadership through publications and education. U.S. Department of Transportation Secretary Ray LaHood and U.S. Department of Housing and Urban Development Secretary Shaun Donovan announced a formal interagency partnership in March 2009. The CTOD report that was issued as a result of our work with FTA and HUD is entitled "Realizing the Potential: Expanding Housing Opportunities Near Transit"; it examines five case study regions and the strategies being used to create and preserve mixed-income housing near transit.

▲ U.S. HUD Secretary Shaun Donovan and U.S. DOT Secretary Ray LaHood announced their new partnership in March, 2009.



Brookings Institution publishes "Transit-Oriented Development: Moving from Rhetoric to Reality," one of Brookings' ten most-read publications in 2004-2005

With funding from FTA and foundations, CTOD creates national transit and TOD database with info on half-mile radius around every station

CTOD TIMELINE

2004

2004

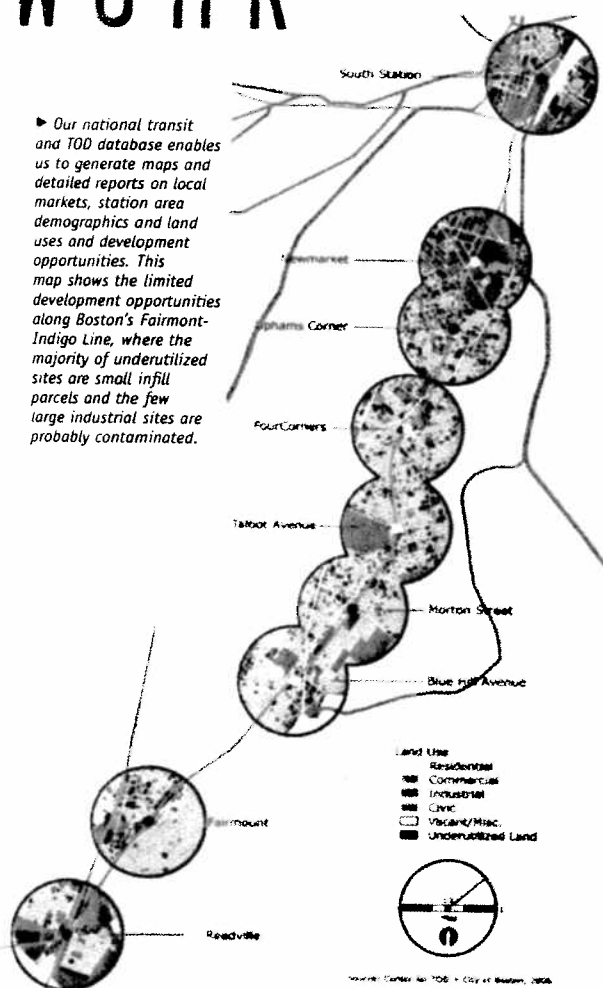
2004

2004

Island Press publishes *The New Transit Town: Best Practices in TOD*, one of the first books on the new real estate product called "TOD"

CTOD publishes national market study showing demographic changes, traffic and transit building boom will more than double demand for housing near transit by 2015

► Our national transit and TOD database enables us to generate maps and detailed reports on local markets, station area demographics and land uses and development opportunities. This map shows the limited development opportunities along Boston's Fairmont-Indigo Line, where the majority of underutilized sites are small infill parcels and the few large industrial sites are probably contaminated.

[illegible]

36 to 140 (126)
28 to 36 (333)
0 to 28 (1508)

SAE System
Microfiling LRT



74 to 201 (42)
47 to 74 (88)
0 to 47 (1097)

BUS Systems
Phonetics LRT

CTOD studied the characteristics of households living near fixed-guideway transit, the interplay between housing and transportation costs, urban form and transit accessibility, and the role of transit in helping to create and preserve housing affordability and mixed-income communities. We published a report entitled "Realizing the Potential: Expanding Housing Opportunities Near Transit" in 2007 on the barriers and opportunities for mixed-income transit-oriented housing. It included detailed case studies of five regions (Boston, Charlotte, Minneapolis-St. Paul, Denver, Portland) and the policies and strategies that were being employed to ensure continued affordability. We updated the report in 2008 to determine the effect of the changing market on housing affordability.

CTOD's Housing and Transportation affordability index combines housing and transportation costs into a more realistic measure of affordability than housing costs alone. The affordability index helps make it clear that housing and transportation are inextricably linked and led to an historic initiative funded by the Federal Transit Administration and the U.S. Department of Housing and Urban Development that presaged their recently announced formal partnership called Livable Communities. The affordability index is available online at <http://htaindex.cnt.org> so that households and local governments can understand the trade-offs between housing and transportation costs in different communities.

▲ The Affordability Index map on the left shows the light yellow area considered affordable when one considers housing costs alone (calculated as 28 percent of income), and how much that area shrinks when one considers the combined cost of housing and transportation (calculated as 47 percent of income).

Shelley Poticha, then head of the Congress for the New Urbanism, becomes president and CEO of Reconnecting America

CTOD begins multi-year engagement with City and County of Denver to create TOD typology and strategic plan to expedite planning along new rail lines

CTOD stages first annual TOD Marketplace at Railvolution, this country's premier conference on livable communities

2004

2005

CTOD begins multi-year engagement to build working marketplace for TOD along new rail lines in Twin Cities

2005

2005

CTOD works with Metropolitan Transportation Commission to develop TOD policy addressing cost-effectiveness of investments and housing shortage

2005



RESEARCH/TOOLS

MEASURING AND

OUR RESEARCH CAPABILITIES, GIS skills, and national transit and TOD database allow us to undertake national studies as well as detailed regional and local analyses. This research provides an impartial fact-based perspective essential for catalyzing change, setting policies and priorities, and targeting resources where they are needed most – whether the goal is to reduce greenhouse gas emissions or provide more affordable housing. Below are selected examples of this work.

▲ **Washington D.C.:** The CTOD is studying how to increase transit's share of the commute trip.

Land Acquisition for Mixed-Use, Mixed-Income TOD

Surdna, Ford, and Casey Foundations with Living Cities, 2009

CTOD is working to assess the challenges and opportunities of using land acquisition as a tool to accelerate the implementation of TOD plans. The work has included two national convenings of transportation, housing, and finance experts, as well as detailed case studies in the San Francisco Bay Area and the Twin Cities in Minnesota. A diverse set of stakeholders in each case study region is working to develop local funding and acquisition strategies, and CTOD has helped outline a framework for these activities in each region.

Job Density: The Hidden Force Behind Smart Growth

FTA, 2009

CTOD is studying the wealth of recent literature on job sprawl and walkability to come up with better measures of the "jobs/housing

balance," and a better understanding of the role that transit should play.

The Transit Corridor: Definitions, Theories, and Practices

FTA, 2009

CTOD is compiling the conclusions of all of our transit corridor work into a document that will explain the best ways to conduct planning and analysis at the corridor scale. Examples include Baltimore, Cleveland, the Twin Cities, and Los Angeles.

Assessing the Potential for Reducing GHG Emissions Through Transit and TOD

FTA, 2008

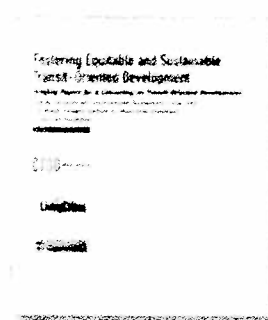
CTOD has examined the transportation-related GHG emissions of households living in compact, mixed-use neighborhoods with good transit access and compared them to households living in more remote locations without transit. We have found GHG reductions of

43 percent for households living in compact, mixed-use neighborhoods near stations, and 78 percent reductions for households living in central business districts. The study also examined the GHG emissions resulting from three different growth scenarios in the Chicago region. The overall conclusion: the transit zones that are most densely populated and have a good jobs-housing balance and mix of uses produce significantly less transportation-related emissions per household.

Sustainability and Urban Design Standards Program

American Public Transportation Association (APTA), 2008

CTOD is facilitating the development of standards for urban design, land use and access for transit agencies. The standards will address a range of topics in support of transit-oriented development goals. National experts will work with staff to develop the standards by consensus.



▲ CTOD prepared this briefing book for a recent gathering of 50 developers, investors, foundations, government officials and nonprofits, where we discussed how to bring equitable, sustainable TOD to scale. The gathering was co-hosted by Living Cities, a collaborative of 21 of the world's largest foundations and financial institutions.

CTOD develops TOD policy for BART, revising joint development policy and reducing parking requirements at stations

Brookings publishes CTOD's "The Affordability Index," about how the combined cost of housing and transportation is a better measure of affordability

CTOD TIMELINE

2005

2005

2006

2006

CTOD works with Seattle Mayor Greg Nickels to identify creative financing strategy for South Lake Union Streetcar

CTOD is funded by FTA and HUD to examine the interplay between housing and transportation costs

STANDARDIZING PERFORMANCE

Preserving Housing Opportunities Near Transit to Foster Successful Aging: Saving Affordable Homes Near Transit

AARP, National Housing Trust, FTA, 2008

This study identified all privately owned federally subsidized housing units near transit and determined when their 15-30 year contracts were due to expire. The good news is that there are 260,000 units, but 70 percent of the contracts will expire in 2014 and a quarter are designated for seniors.

Preserving and Promoting Diverse Transit-Oriented Neighborhoods

Ford, Sordna Foundations, 2006

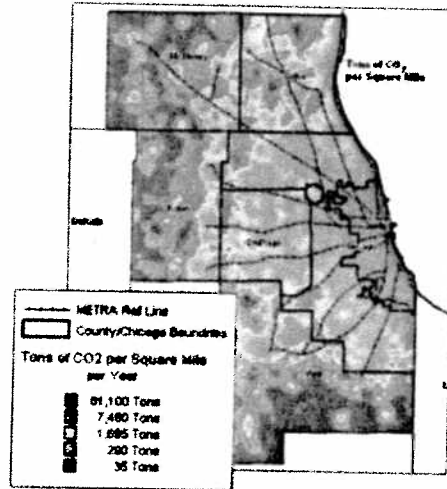
We studied neighborhoods near transit nationally, and found that they are more racially and socio-economically diverse than other neighborhoods. We prepared a white paper on the tools that can be used to support mixed-income housing in these locations, and continue to advocate for policies that support creating and preserving mixed-income housing in these locations.

Two Views of Cities and CO₂

CO₂ generated by automobiles in the Chicago region per year

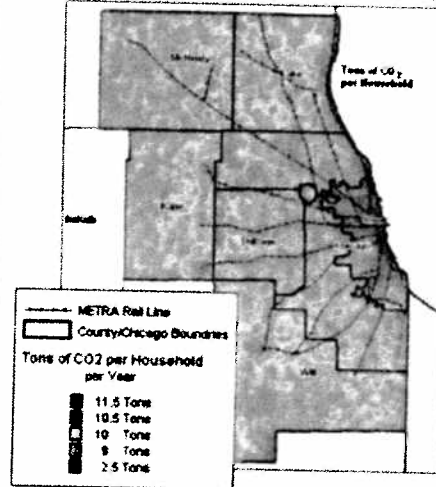
Traditional View:

Cities produce large amounts of GHGs.



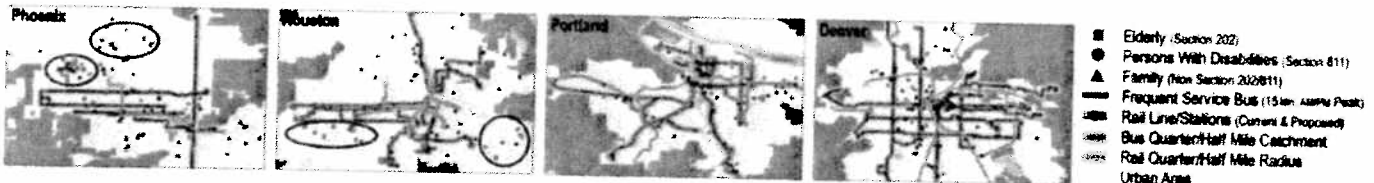
Emerging View:

City dwellers produce relatively low amounts of GHGs.



Each color represents one fifth of the land area on each map.

◀ Cities produce the most greenhouse gasses because there are so many people and so much activity, but "per-household" emissions are much lower in cities: our research shows households near stations emit 43 percent less than the national average, and households in the CBD emit 78 percent less.



▲ CTOD partnered with the National Housing Trust to develop these maps showing that 75 percent of all privately owned HUD-subsidized housing units in Portland and in Denver are near existing and planned rail and bus lines, compared to just 31 percent in Phoenix and 28 percent in Houston. Living close to transit increases access and deepens affordability.

CTOD raises private funding to self-publish award-winning Street Smart: Streetcars and Cities in the 21st Century

2006

CTOD partners with AARP to look at relevance of TOD to aging population

2006

CTOD convenes practitioner working group to discuss New Starts/Small Starts and funding criteria

2006

CTOD assesses demand for TOD housing for low-income and very-low-income households, analyses racial and economic diversity of households near transit

2006

CTOD creates funders collaborative in Twin Cities to leverage public investment in light rail for mixed-use, mixed-income TOD

2006

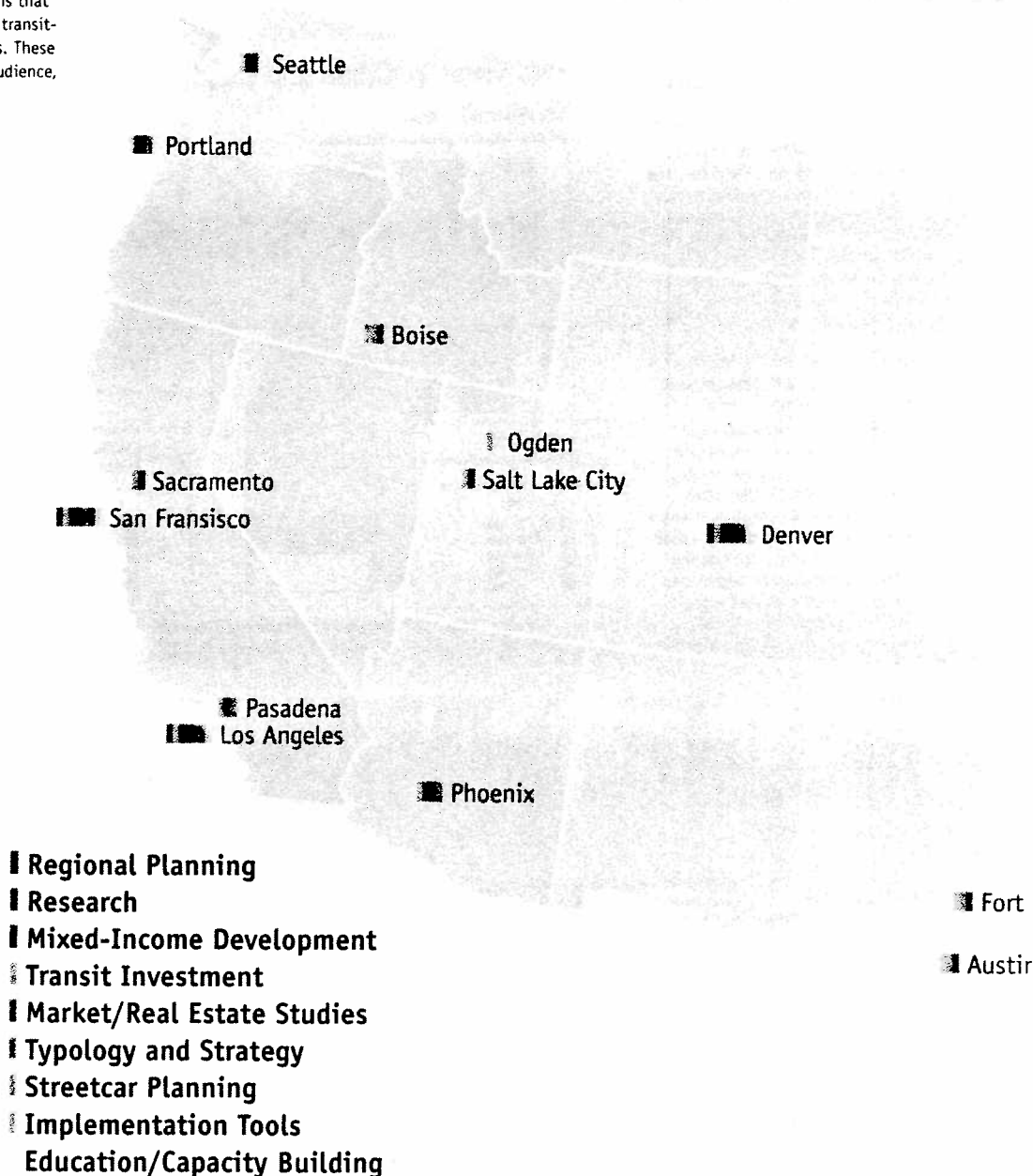
OUR PARTNERS

THE CENTER FOR TOD values partnerships and acts as a convener in the belief that comprehensive and lasting change requires strong working relationships with national, regional and local organizations that understand the impact of transportation and transit-oriented development on their constituencies. These partnerships have expanded our reach, our audience, and our influence. Our partners include:

AARP

American Public Health Association
American Public Transportation Association
Annie E. Casey Foundation
Apollo Alliance
Arcadia Land Institute
Arup
Atlanta Development Authority - Beltline
BART, Bay Area Rapid Transit
Brookings Institution
Calthorpe Associates
Caltrans
Center for Housing Policy
Central Corridor Funders Collaborative
Citiventure
Central Houston, Inc.
Central Maryland Transportation Alliance
City of Austin
City of Charlotte
City of Cleveland
City of Dallas
City of Los Angeles
City of Miami
City of Ogden, Utah
City of Pasadena
City of Portland
City of Providence, Rhode Island
City of Seattle
City of St. Louis
City of Somerville, Maine
City of Washington, D.C.
City and County of Denver
City and County of Honolulu
Community Streetcar Coalition
Congress for the New Urbanism
DART, Dallas Area Rapid Transit
David Evans and Associates
Denver Regional Transportation District
East Bay Community Foundation
Enterprise Community Partners
Fairmount/Indigo Line Collaborative
Federal Transit Administration
Ford Foundation
Free Congress Foundation
Gold Line Construction Authority
Goody Clancy and Associates
Great Communities Collaborative
Greenbelt Alliance

WHERE OUR



A map of the United States showing the locations of 15 major cities. The cities are marked with black squares and labeled: Minneapolis-St. Paul, Chicago, St. Louis, Little Rock, Dallas, Atlanta, Pittsburgh, Cleveland, Washington, DC, Raleigh-Durham, Richmond, Norfolk, Charlotte, Philadelphia, Baltimore, New York City, Boston, and Providence.

- Hampton Roads Transit
- HDR
- Holland and Knight LLP
- Honam Rose Companies
- Living Cities
- ILSC
- UC/HCS Responsible Real Estate Developers and Investors
- Los Angeles County Metro
- JK
- McKnight Foundation
- Metropolitan Atlanta Rapid Transit Authority
- Metropolitan Washington Council of Governments
- Miami-Dade Transit
- National Association of City Transportation Officials
- National Association of Realtors
- National Housing Conference
- National Housing Trust
- Natural Resources Defense Council
- NeighborhoodsNow
- New Partners for Smart Growth
- New Starts Working Group
- New York City Department of Transportation
- New York State Department of Transportation
- Regional Plan Association
- Parsons Brinckerhoff
- PolicyLink
- Portland Metro
- Project for Public Spaces
- Railvolution
- RocketHub Foundation
- San Francisco Bay Area Metropolitan Transportation Commission
- San Francisco Foundation
- Smart Growth America
- Somerville Community Corporation
- South Florida Regional Transportation Authority
- Southern California Association of Governments
- State of Maryland
- St. Paul Community Foundation
- Surdna Foundation
- Surface Transportation Policy Partnerships
- Transfare
- Transit for Livable Communities
- Transit Trust
- Transit Trust Institute
- T. Met
- Public Space
- Urban and Institute
- URS Corp.
- U.S. Department of Transportation
- U.S. EPA
- U.S. FHS
- Urban and Institute
- Urban and Institute



REFORMING POLICY

STRATEGICALLY

CTOD IS WORKING TO MAKE it easier to plan, build and finance development near transit so that this development can deliver public and community benefits – from minimizing traffic to increasing local revenues to preserving existing neighborhoods. We have been funded by the Federal Transit Administration and the U.S. Department of Housing and Urban Development to work on livable communities initiatives that increase development potential and ensure that this development is equitable and sustainable. We have been invited to help these agencies think through the goals, agendas and strategies of their Livable and Sustainable Communities partnership. Below are selected examples of our policy work.

▲ **Minneapolis, MN:**
We have worked with stakeholders to support and fund TOD in the Twin Cities since 2005.

Twin Cities Transit and TOD Initiative

McKnight Foundation, Ongoing

We have been working since 2005 with a broad group of local, regional and state officials, business interests, community-based organizations, and urban and suburban communities to expand the understanding of the potential of TOD. We have worked on state and regional policy to support TOD and help fund TOD, we have helped craft local implementation strategies for development at individual stations, and we have convened communities to reach consensus on development goals. We have also created an online TOD Toolkit for stakeholders engaged in planning and implementation.

Overcoming Five Major Barriers to Mixed-Income TOD

Federal Transit Administration, 2009

CTOD is completing its third year of

mixed-income TOD research with an in-depth look at the major challenges and issues facing affordable housing developers, planners, and transit practitioners in Charlotte, Denver, and Minneapolis.

TOD For All

Great Communities Collaborative, UC-Berkeley, 2009

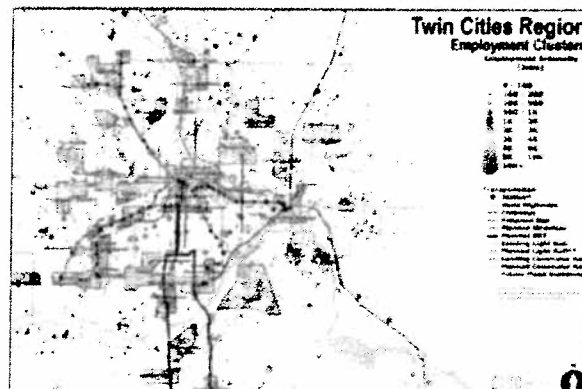
Providing housing for a mix of incomes in all communities is good, but providing for all incomes in housing near transit is even better because transit broadens access to opportunity and deepens affordability. This

► Our database generated this map of the proposed transit network in the Twin Cities, which misses some key employment centers while merely skirting others. If employment centers were a major consideration when alignments were selected, the system might look very different.

"making the case" report was done for the Great Communities Collaborative, which is working to ensure that half of all new homes constructed in the San Francisco Bay Area by 2030 will be in walkable neighborhoods near transit.

TOD Typology and Strategic Plan *City and County of Denver, 2006*

CTOD created a TOD typology and strategic plan for City and County of Denver to assess the development potential of 45 stations along 119 miles of rail that will be built as part of the FasTracks initiative. The



"Realizing the Potential: Expanding Housing Opportunities Near Transit," our groundbreaking study on barriers and opportunities for mixed-income TOD, is released

CTOD works with National Housing Trust to identify federally subsidized housing units near transit with expiring contracts

CTOD TIMELINE

2007

2007

2007

2007

CTOD completes "The Case for Mixed-Income TOD in Denver," identifying policies needed to ensure that all incomes can live along FasTracks corridors

CTOD kicks off series of four national streetcar workshops based on Street Smart: Streetcars and Cities in the 21st Century

REMOVING BARRIERS

strategic plan provides clear direction on short, medium and long-term actions required to optimize development, and identifies where the market will drive development and where public resources will be required to catalyze development activity. CTOD has also helped to identify strategies to stabilize neighborhoods by preserving existing mixed-income housing and building new affordable housing.

Making the Case for Mixed-Income TOD in the Denver Region *Enterprise Community Partners, 2007*

CTOD evaluated strategies to facilitate the preserve and create affordable and mixed-income housing around planned stations. Demographic and market data was analyzed to determine the feasibility of setting up a TOD land banking loan fund.

Creative Financing Strategies for Seattle's South Lake Union Streetcar *City of Seattle, 2005*

The Center for TOD inventoried creative financing strategies that have been used elsewhere to finance transportation infrastructure and development projects, and provided case studies and feasibility analyses.

San Francisco Bay Area Regional TOD Policy *Metropolitan Transportation Commission, 2005*

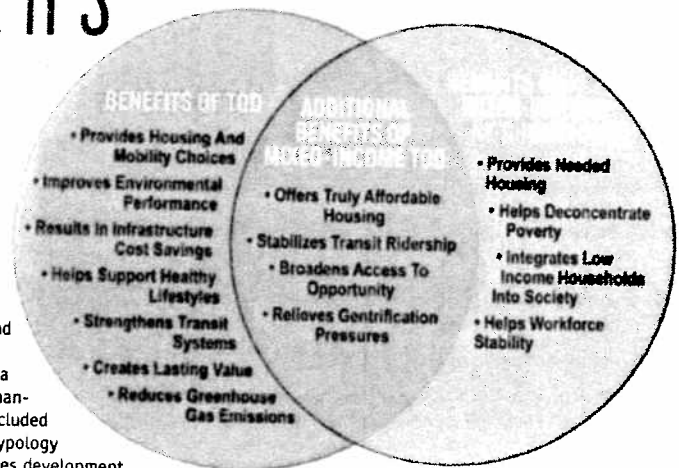
MTC conditions the allocation of new transit funding on supportive local land use policies in order to ensure the cost-effectiveness of the public investment, to build more housing and to direct growth to transit. CTOD helped MTC develop this policy and the funding

criteria, and prepared a station area planning manual that included a station typology that provides development guidelines for the number of housing units, density and jobs that can be expected.

TOD Real Estate Policy *Bay Area Rapid Transit, 2005*

CTOD worked with BART commissioners and staff on revising the agency's joint development policies and protocols and reducing the amount of parking required at stations in order to attract higher-density development that will deliver more ridership.

◀ Our TOD typology and strategic plan for the City and County of Denver provided clear direction on short, medium and long-term actions required to optimize development, and identifies where the market will drive development and where public resources will be required to catalyze development.



TOD for Older Americans

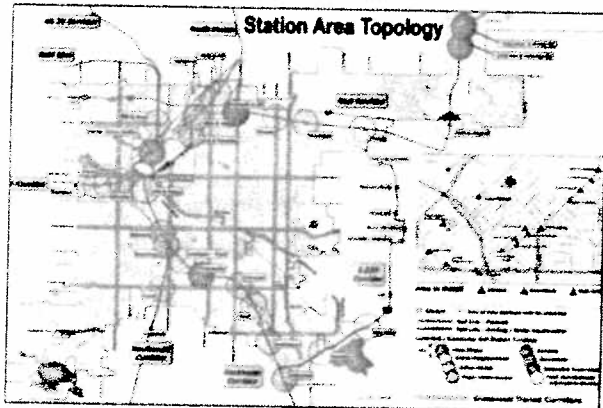
AARP Board of Directors Consumer Committee, 2007

We toured Portland's transit system, and staged a focus group with seniors who live near transit in order to draft a TOD policy, research and agenda for the AARP board.

TOD and Economic Development *FTA, 2006*

Congress made "economic development" a funding criteria for the FTA's New Starts/Small Starts funding programs, along with land use and cost effectiveness. But there has been a lack of consensus on how to measure and predict "economic development" and how to implement it as a funding criteria. Reconnecting America commissioned several white papers on the topic and staged a forum in Washington D.C.

▲ Providing housing for a mix of incomes in all communities is good, but providing housing for a mix of incomes in neighborhoods near transit is even better. Mixed income TOD has the potential to simultaneously address the problems of worsening traffic congestion, volatile gas prices, unaffordable housing, and the growing gap between rich and poor.



Shelley Poticha testifies before U.S. House committee on the importance of linking transportation and housing investments

CTOD releases Hercules Aerial Tramway study to support TOD in this California town

Affordability Index calculated for all Southern California communities to support the "Compass Blueprint" regional plan

2007

2007

2007

2007

2008

Sprawling from Grace: Shelley Poticha and Dena Belzer appear in film about sprawl's impact on transportation

With Surdna Foundation funding, CTOD begins providing TOD technical assistance to cities, transit agencies, community groups

BUILDING LEADERSHIP

THROUGH OUR PUBLICATIONS and our convenings we are encouraging innovation and cultivating leadership and a new generation of policymakers, investors and practitioners. We promote their work through peer-to-peer networking and our specialized training programs. And we disseminate the knowledge we've gained through our research and technical assistance projects in all of our books, reports, white papers, blog, and other communications. Below are selected examples of this work.



▲ Charlotte, NC: We staged four national streetcar workshops based on our award-winning book *Street Smart: Streetcars and Cities in the 21st Century*, with the intent of creating a learning network among cities, transit agencies and property owners interested in building streetcar lines.

BOOKS

New Transit Town: Best Practices in TOD

Island Press, 2004

Planning experts examine the first generation of TOD projects and derive lessons for the next generation. Topics include a TOD typology; the planning, policy and regulatory framework of successful projects; financing strategies; traffic and parking; roles and resources for various actors; performance measures. There are case studies of Arlington, Virginia; Dallas; Atlanta; San Jose; and San Diego.

TOD 100 and 200 Series

FTA, Ongoing

This series of booklets explains the theory and best practices of TOD:

- Mixed-Income Housing: Increasing Affordability With Transit, 2009
- Transit and Employment, 2008
- Station Area Planning, 2008
- Why TOD? And Why Now? 2007

CONVENINGS

Railvolution

Ongoing

Shelley Poticha serves on the board of directors and Gloria Ohland on the steering committee of the USA's

premier conference on building livable communities with transit.

TOD Marketplace

Railvolution, Various Transit Agency and Private Sector Partners, Ongoing

CTOD organizes the TOD Marketplace at Railvolution to help bridge the gap between the public and private sectors and provide a forum in which developers, investors, transit agencies, cities and communities can meet, greet, talk about the art of the deal and maybe even make a deal.

Transit Tours: Portland, San Francisco, Washington D.C.

Various, Ongoing

CTOD has developed TOD tour programs and itineraries for various groups of stakeholders from elected officials to community members.

TOD Training Workshops for the Tappan Zee Bridge Corridor

Project for Public Spaces, Regional Plan Association, 2009

CTOD is developing TOD training workshops for municipalities in Rockland and Westchester counties north of New York City to get new transit investments as part of the Tappan Zee Bridge replacement

project. Developing model training programs for use throughout New York state.

Thinking Beyond the Station

APTA, Hampton Roads Transit, 2008

CTOD conducted a half-day training session for 85 transit agency board members and community members in Norfolk, Virginia, to encourage that they think about the transit investment not just as transportation infrastructure but as a way to help create livable communities.

National Streetcar Workshops, 2007 and 2008

APTA, Community Streetcar Coalition, Private Sponsors

CTOD organized a series of national workshops in Portland, Denver, Charlotte, Los Angeles to create a "learning network" of communities interested in constructing streetcar systems.

Transit and Urban Form

FTA, Corporate Sponsors, 2006

We convened transportation and land use experts in Dallas to brainstorm on performance standards and strategies resulting in better integration of transit and urban design.



Moving Minds: Conservatives and Public Transportation

by Paul M. Weyrich and William S. Lind
Free Congress Foundation, Rockefeller Foundation, 2009

This book collects the Weyrich and Lind studies on public transportation from 1997 to 2009 and adds a new study on the National Surface Transportation Commission, on which Weyrich

served. These studies provide a comprehensive and compelling argument for public transportation and the book is essential reading for those working to build bipartisan support for transit. Concludes Weyrich, "Breaking free of our national addiction to foreign oil should, in our view be a major component of conservatives' national security policy."

CTOD helps San Francisco Bay Area Metropolitan Transportation Commission expand and deepen programs supporting TOD

CTOD launches online H+T interactive mapping tool to allow planners, policymakers, advocates to calculate true cost of housing choices across U.S.

CTOD TIMELINE

2008

2008

2008

2008

Pioneering FTA/HUD study on mixed-income TOD updated to examine how market downturn affects affordability

Release "Human Scale" video about need to build communities at the scale of people, not cars

AND CAPACITY



Street Smart: Streetcars and Cities in the 21st Century, 2006, 2nd Edition, 2009

APTA, Community Streetcar Coalition, Private Sponsors

This popular book explains how to plan, finance and build streetcar lines that attract private investment and includes case studies of the most robust new streetcars and the economic development they've catalyzed. Michael Powell of Powell's Books calculates the economic benefits of the Portland streetcar this way: there were about three pedestrians an hour in the crosswalk in front of his store before the streetcar opened in 2001, and there were 938 last year. Meantime, 400 new businesses opened, and most were independently owned by women and minorities.

COMMUNICATIONS

The Other Side Of The Tracks: All the Transit and TOD News Fit to Print or Blog

This is a very popular daily posting of links to news stories and blog posts about transit and TOD, collected daily by Jeff Wood at Reconnecting America and sent to all CTOD members. An abbreviated list, without his commentary, is sent to anyone who requests the service.

Platform: A Monthly E-Newsletter

This monthly e-newsletter tracks the activities of the Center for TOD and Reconnecting America.

REPORTS/WHITE PAPERS

Destinations Matter: Building Transit Success, 2008.

A discussion of how to improve the evaluation of transit project proposals, and the importance of connecting destinations in order to maximize ridership.

TOD and the Potential for VMT-Related GHG Emission Reductions, 2008.

This study examines the transportation-related greenhouse gas emissions of households in a variety of transit-oriented locations in comparison to households in auto-oriented locations.

Jumpstarting the Transit Space Race, 2008.

An assessment of the demand for new transit lines and systems and the cost, with the goal of making the case for a greater transit investment and for leveling the playing field between transit and highways.

The Mixed-Income TOD Action Guide, 2008.

This guide walks users through a three-step process to determine the strategies most effective for promoting mixed-income TOD in specific contexts.

Realizing the Potential One Year Later: Housing Opportunities Near Transit in a Changing Market, 2008.

This longitudinal analysis assesses the effectiveness of policies used to promote housing near transit in five case study corridors.

Preserving Affordable Housing Opportunities Near Transit to Foster Successful Aging, 2008.

This report, written for AARP, discusses the finding that contracts on more than 70 percent of all

privately-owned HUD-subsidized housing units near transit are due to expire in 2014, nearly a quarter of which are designated for seniors.

Capturing the Value of Transit, 2008

This report examines strategies for maximizing and capturing the value that is created by transit, and discusses the emerging practice of leveraging private investment for the construction of new lines and stations.

TCRP 128: Effects of TOD on Housing, Parking and Travel, 2007

Finds that TOD projects generate about half the automobile trips of conventional development. With G.B. Arrington, Robert Cervero and the Urban Land Institute.

Tools for Mixed-Income TOD, 2006

Explains how strategies are being used and evaluates the success, and discusses best practices and provides examples.



Online Best Practices Clearinghouse, www.reconnectingamerica.org

CTOD has been funded by the federal government to serve as a best practices clearinghouse for transit-oriented development. The clearinghouse is housed on Reconnecting America's website and includes hundreds of studies on topics ranging from affordability to zoning. It is searchable

by subject, author, region, type, sponsor and year. The clearinghouse is updated often and CTOD encourages the submission of new (and old) best practices to info@reconnectingamerica.org.

"Jumpstarting the Transit Space Race" report documents dramatic increase in demand for transit and calculates the federal investment required

CTOD and Somerville Community Corporation analyze needs and opportunities for equitable TOD and partner with city on implementation

CTOD partner CNT receives prestigious MacArthur Foundation "Award for Effective and Creative Institutions" for pioneering urban solutions

2008

2008

2008

2008

2009

Release "Capturing the Value of Transit" paper on strategies used to capture land and property value increases

Publish "Mixed-Income TOD Action Guide" outlining a systematic approach to implementing mixed-income TOD in San Francisco Bay Area markets



TECHNICAL ASSISTANCE

SEEDING THE NEXT

CTOD'S TECHNICAL ASSISTANCE program provides place-based analysis, solutions and tools to multi-sector partnerships that hold the promise of creating new models for sustainable and equitable TOD at all scales. For example, we can calculate the affordability index for communities in regions, customize our TOD typology and craft TOD strategic plans to help with the allocation of resources, provide strategies for creating and preserving mixed-income housing, or work on urban design, zoning, comprehensive corridor planning and/or detailed development feasibility analyses. We work with transit agencies, cities, metropolitan planning organizations, community groups, developers and foundations. Below are selected examples of this work.

▲ **Portland, OR:**
The decision to focus growth within the urban growth boundary and along light rail and streetcar lines has revitalized the city, now ranked as a top draw for the "creative class" and as one of the most livable and vibrant cities in the U.S.

Twin Cities Central Corridor Funders Collaborative

McKnight Foundation and Other Partners, Ongoing

CTOD helped establish a funders collaborative to help promote a learning network of public agencies, business groups, nonprofits and community organizations interested in maximizing the transformative potential of the public investment in light rail. The common understanding built through this engagement helped 11 local and national foundations raise more than \$1.5 million for a "catalyst fund" to seed innovative strategies for equitable TOD and to promote partnerships.

Great Communities Collaborative, San Francisco Bay Area

San Francisco Foundation, Ongoing

We are serving in an advisory role to this collaborative of Bay Area nonprofits, foundations and government agencies that are build-

ing support for transit-oriented development that is equitable and sustainable. The goal of the collaborative is for half of all new homes to be built within a half mile of transit between now and 2030.

Regional TOD Strategy

Central Maryland Transportation Alliance, 2009

We are working with the alliance and a steering committee of agencies, nonprofits and foundations to develop a strategic vision for TOD in the Baltimore region. The goal is to provide a framework for decision-making as well as to identify key locations for investments, build consensus among stakeholders and create an implementation timeline.

Template TOD Zoning Code

NeighborhoodsNow in Philadelphia, 2009

CTOD is working with Farr Associates and NeighborhoodsNow, a nonprofit organization that

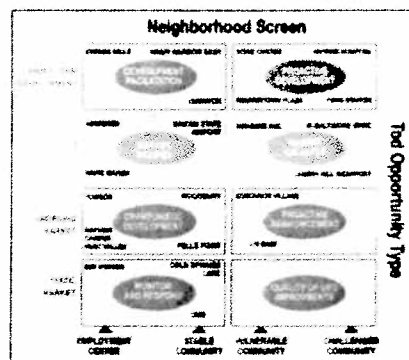
provides support to community development corporations, on a TOD zoning code template. The template will inform a city-led rezoning process to help direct reinvestment in the city, to assess barriers to reinvestment in TOD, and take full advantage of TOD opportunities.

LA TOD Typology, Case Studies and Community Outreach

Caltrans, 2009

CTOD is working with Caltrans, the City of Los Angeles and LA Metro on a TOD typology and outreach effort to help communities around stations understand the parameters of development that can be expected (density, number of

housing units, mix of uses, and parking, for example). Case studies of various corridor segments (light rail, BRT, heavy rail, streetcar) are being examined in greater detail to assess development potential.



▲ CTOD developed a range of TOD strategies for the Baltimore region including tools for determining which stations are ready for TOD and which require some intervention.

CTOD and Living Cities convene developers, investors, government officials, nonprofits to discuss bringing TOD to scale

Second edition of Street Smart: Streetcars and Cities in the 21st Century is published with new case studies and foreword by U.S. Rep. Peter DeFazio

CTOD TIMELINE

2009

2009

2009

2009

Shelley Poticha and Scott Bernstein testify before a Senate committee about need for a "transformative" federal transportation bill and the importance of TOD

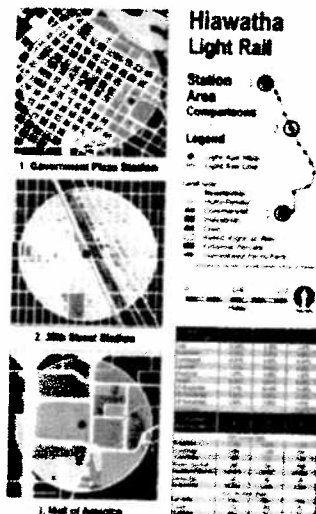
CTOD works with stakeholders to create Central Maryland TOD strategy and action plan

GENERATION OF TOD

Transportation and Land Use Connections Program Support Metropolitan Washington Council of Governments, Ongoing

CTOD has helped implement the pilot phase of a grant program designed to help support local efforts to plan for TOD, walkable communities and mixed-income, mixed-use neighborhoods. The first phase was so successful that funding has been doubled and CTOD is currently helping identify strategies to create and preserve affordability as part of the second phase. We are preparing a web-based affordability index toolkit.

▼ CTOD has developed several methodologies for assessing development opportunities near stations.



Marisa Zimmerman testifies about New Starts before Senate Banking Subcommittee on Housing, Transportation and Community Development

2009

Pasadena, CA Streetcar Project Pasadena Civic Operating Company and City of Pasadena, 2009

CTOD is assessing the potential to finance a streetcar using local funding mechanisms such as tax increment financing, assessment districts, BIDs and contributions from local education and research institutions. We are also evaluating the financial feasibility of several streetcar alignments.

Washington D.C. Streetcar Project D.C. Surface Transit, Brookings Institution, 2008

CTOD completed case studies of three streetcar corridors to assess the value created in each place, with the conclusion that large areas of vacant and underutilized land are necessary to leverage significant value.

Affordability Index Toolkit and Case Studies Southern California Association of Governments, 2008

CTOD's affordability index toolkit calculated the housing plus transportation costs for communities in the region and developed case studies to help explain why costs are lower in walkable communities with transit, a good jobs-housing balance, and a good mix of uses. The toolkit included policy recommendations for reducing both housing and transportation costs in communities and made the case for "Compass Blueprint," the region's smart growth plan.

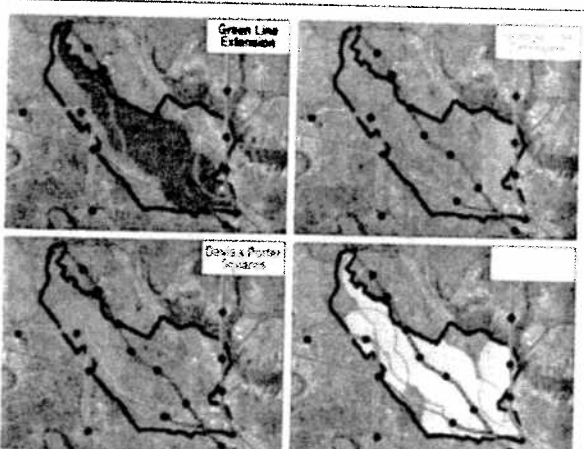
CTOD report analyzes performance of 19 transit lines to show connecting destinations is key to high ridership

2009

CTOD publishes Moving Minds: Conservatives and Public Transportation by renown conservative transit advocates Paul Weyrich and William Lind

Somerville Geographies

- Green Line Transit Zone
 - Orange Line Transit Zone
 - Red Line Transit Zone
 - Somerville Transit Zone
 - Union Square Transit Zone
- Legend
- City Boundary
 - Station
 - Red Line
 - Orange Line
 - Future Green Line
 - Commuter Rail
 - Road Mile Number



Community-Based TOD Support Surdna Foundation, Ongoing

Since 2006, CTOD has worked with grant recipients from the Surdna Foundation's Community Revitalization Program to support local TOD initiatives. Technical assistance efforts have taken many forms, including:

- A 2-day regional TOD summit in Baltimore;
- Case studies of TOD projects in low-income neighborhoods;
- A tour of recent transit-oriented neighborhood revitalization efforts in Washington, DC;
- Outreach and education on the benefits of TOD and transit-supportive zoning in Jamaica, Queens, NY;
- An issues brief on barriers to the implementation of mixed-income

TOD in Boston;

- Technical analysis to support advocacy for mixed-income TOD in Somerville, MA.

Support efforts are conducted based on the needs identified by Surdna's grantees and often form the starting point for larger TOD initiatives in the community.

Opportunities for Equitable Transit-Oriented Development Somerville Community Corp., City of Somerville

CTOD identified the needs and opportunities for equitable transit-oriented development in the city, focusing on the planned extension of the Green Line. Our final report highlights demographic and real estate trends, and outlines strategies for achieving mixed-income TOD.

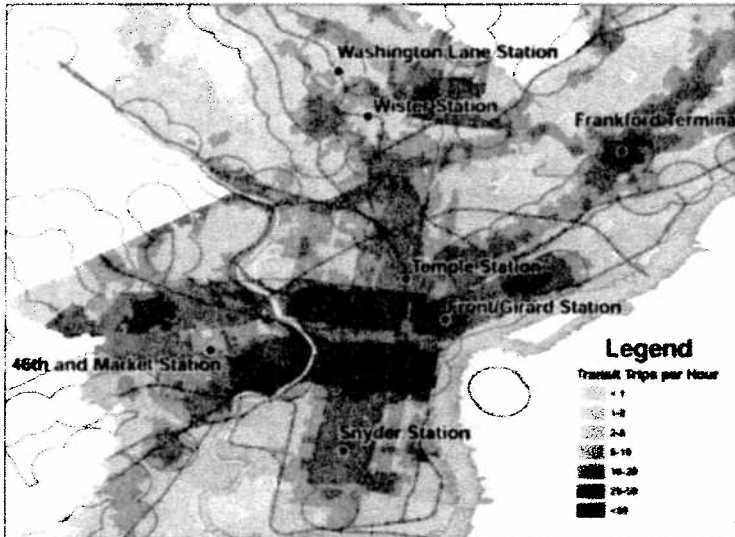
▲ CTOD's maps are a key communications tool; this map of Somerville, MA, compares and contrasts development opportunities along different lines.

CTOD report shows households near transit emit 43 percent less transportation-related GHG emissions, and 78 percent less in CBDs

2009

2009

CTOD organizes New Urbanist salon-in-motion on Amtrak's California Zephyr line to CNU in Denver



▲ Existing data including the quality of transit service was used to adjust zoning standards for a template TOD zoning code in Philadelphia

Seattle Neighborhood Plan Updates

City of Seattle, 2009

CTOD is working with PolicyLink to develop outreach, engagement, education, workshop, and best practices material and processes for neighborhood planning, starting with new light rail station areas in the diverse and rapidly changing South East communities.

Phoenix Light Rail Northwest Extension TOD Strategic Plan

City of Phoenix, Citiventure 2009

CTOD is working with Citiventure and utilizing intense community engagement, site analysis, and case studies to develop a TOD strategic plan with key sites, players, and actions in a diverse community along the city's first light rail extension.

Taking Stock of San Francisco Bay Area TOD

San Francisco Bay Area Metropolitan Transportation Commission, 2008

How successful has the first generation of TOD projects been? We worked with Nelson/Nygaard

► CTOD's station area analysis along a proposed rail line in Los Angeles County helped stakeholders understand the line's huge potential for shaping development.

and Associates to examine built projects in order to understand the lessons learned. We also did a series of TOD trainings and helped organize a TOD Marketplace that was staged by ULI.

Financing Transit-Oriented Development

San Francisco Bay Area Metropolitan Transportation Commission, 2008

CTOD worked with MTC to help think through alternative ways to provide regional funding for TOD in the Bay Area. We assessed the need for such a funding source, provided case studies of programs that have been implemented by other metropolitan planning organizations, and outlined the key considerations when implementing such a program.

Transit Corridors Strategy

City of Houston, 2006

CTOD partnered with Citiventure Associates and Van Meter Williams Pollack to lead a citizen engagement effort in neighborhoods affected by six planned transit lines. We worked with a multi-agency/multi-party steering committee to help define the city's role in TOD and transit planning, to map out a strategy enabling the city to meet Houston Metro's planning and construction schedule while

also realizing the city's interests in making streetscape improvements, and we staged a community workshop to engage all stakeholders in the transit corridors.

The Proposed Foothill Extension of the Gold Line in SoCal

Gold Line Joint Powers Authority, 2006

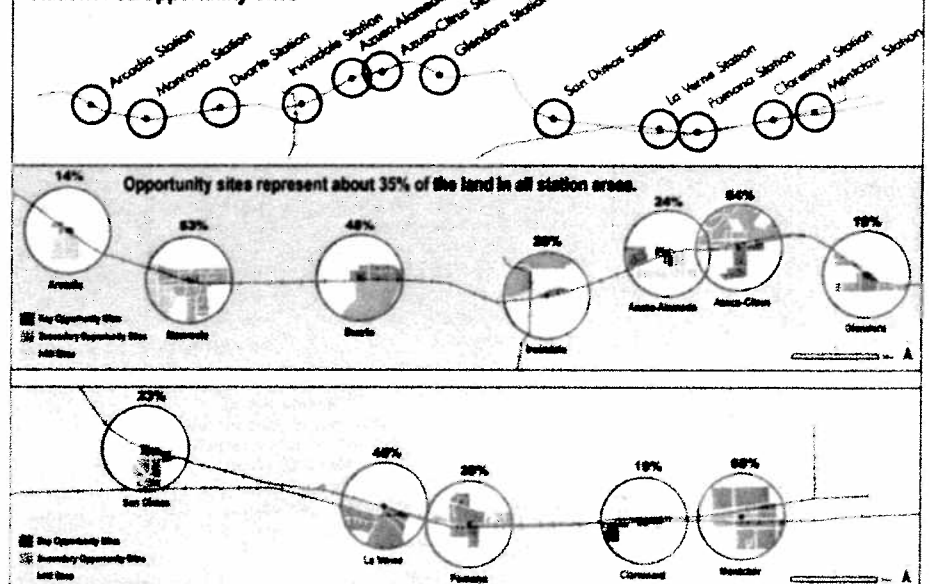
CTOD worked with the IBI Group to assess the development potential of 12 stations along the proposed extension of the Gold Line from Pasadena to Pomona in Southern California, and to develop station area plans. We took elected officials on a tour of transit and TOD in Portland to help them better understand the potential of the planned light rail corridor.

Aerial Tram Mobility Study

City of Hercules, 2008

This study discusses the possibility of using an aerial tram to connect the city's waterfront to a new town center, compares it to the alternatives of a bus or streetcar line, and explains how the aerial ropeway and tram or gondola would work.

Gold Line Foothill Extension Station Area Opportunity Sites



KEY STAFF AND BOARD MEMBERS

SHELLEY POTICHA is president and CEO of Reconnecting America, where she has become a national leader for the reform of land use and transportation planning and policy with the



goal of creating more sustainable and equitable development. Her efforts have stimulated a national conversation about the role of transit in shaping communities and the importance of building

diverse and inclusive neighborhoods. She has worked intensively in the San Francisco Bay Area on the first regional TOD policy that conditions the allocation of new transit funds on good land use planning; in Denver, where she worked with the city and transit agency on a TOD typology and strategic plan; in the Twin Cities to educate a broad coalition of community, business and government groups about the value of focusing the region's growth in neighborhoods served by transit; and in Seattle, where she helped define a funding program for construction of a new streetcar. Previously she was executive director of the Congress for the New Urbanism, where she guided its growth into a national coalition with a prominent voice in national debates on urban revitalization, growth policy, and sprawl.

SCOTT BERNSTEIN is president and co-founder of the Center for Neighborhood Technology. He leads CNT's work to understand and better disclose the economic value of resource use in



urban communities, and helps craft strategies to capture the value of this efficiency productively and locally. Scott studied at Northwestern University, served on the research staff of its Center for

Urban Affairs, taught at UCLA, and was a founding board member at the Brookings Institution Metropolitan Center. President Clinton appointed Scott to the President's Council for Sustainable Development, where he co-chaired its task forces on Metropolitan Sustainable Communities and on Cross-Cutting Climate Strategies, and to other federal advisory panels on global warming, development strategy, and science policy. Scott is a Fellow of the Center for State Innovation, works with governors, mayors and metropolitan organizations across the U.S., and helped create the Chicago Climate Action Plan at the request of Mayor Richard M. Daley. CNT is a signer of the Charter of the New Urbanism and Scott is a member of the Urban History Association, which includes urbanists old and new.

DENA BELZER is president of Strategic Economics, and specializes in connecting regional economic and demographic growth trends to real estate development activity and local policy



initiatives. Her work draws upon a traditional urban economics framework and innovative analytical techniques to provide strategies for addressing growth and development-related issues. Dena is an

expert on transit-oriented development, fostering mixed-use districts and local-serving retail. She's helped establish best practices for TOD in many communities and has written extensively on the topic. She has worked on many interdisciplinary teams where short-term market conditions and long-term economic and demographic trends inform community planning efforts. She has conducted economic analyses for general plans, economic development strategies, economic indicators reports, redevelopment implementation plans and land utilization studies. Dena serves on the boards of the University of California College of Environmental Design Alumni Association and Community Economics Inc., a nonprofit specializing in affordable housing finance. She is widely published.

RECONNECTING AMERICA BOARD OF DIRECTORS


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CENTER FOR NEIGHBORHOOD TECHNOLOGY


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 **PETER M. HAAS, PH.D.** is chief research scientist and has been integral in the development of the location efficiency metrics that led to the location efficient mortgage, housing and transportation affordability index, and TravelMatters, CNT's online emissions calculator.

 **ALBERT BENEDICT** is a GIS specialist and urban planner who has helped develop strategies that capture the hidden assets of urban neighborhoods near transit. He has also developed market analyses for identifying economic development opportunities.


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STRATEGIC ECONOMICS


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 **NADINE FOGARTY** is a principal who specializes in market and financial feasibility analysis, development strate-

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